The Victoria Daily Times.

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VETERANS OF THE RAIL

CONCERNING OLD LOCOMOTIVES.

How and Where Big Railroad Motors are Manufactured—The Life of an Engine—Like Minerva Born Complete.

[N. Y. World.]

"Trouble," said an old engineer, as he stopped back from the brass railing he was polishing and peered at the elongated reflection of himself on the bright surface, "of course it is trouble to keep a locomotive clean, but then it is trouble to shave or for a woman to wear stays. Anywhere one takes pride in his work it is easy to endure a little inconvenience. But this engine can be kept in order with one-half the work required on older machines."

"Why is that?"

"Oh, the tendencies of modern locomotive building is toward fewer bright parts. Twenty years ago an engineer spent half his life polishing brasses; now half an hour a day will suffice to keep his engine presentable. Some of the newest locomotives are made with no bright parts whatever, but this is carrying plainness to an extreme. Superintendents say that such an engine does not live as long as a more ornamental one, and I guess that is the fact. You see an engineer must keep polished surfaces clean, whereas a plain machine is allowed to rust and so starts on the road to the scrap-heap, the cemetery of dead rolling stock."

"How long can a locomotive keep out of this cemetery?"

"It's average life is about fifteen years, though there are motors on the Erie Road that were put on in 1855 and 1856. These are a little decrepit, but they do their work yet almost as faithfully as they did twenty-five years ago. Some engines smoke more than others, and smoking in a machine as in men uses up vitality very fast. No, I can't say that these old Erie locomotives are so very old-fashioned. In fact they are not. One of the most curious things about the locomotive is that it was born complete. No invention that I can recall has been the subject of so few improvements. Why, sir, if George Stephenson, the inventor of the first railway motor, were to step from his grave into this cab he could run his train to Philadelphia after five minutes study.

"Why have there been so few improvements? From an engineer's point of view, I should say because the machine is perfect. Seventy-two years ago, long before the first engine was introduced in this country, John Stevens, in applying to the New Jersey Legislature for permission to run steam carriages, said: 'I can see nothing to hinder a steam carriage from moving on rails at the rate of 100 miles an hour.' Of course he did not accomplish all that he claimed. The first engine was brought here in 1829 by Horatio Allen, was tried on the Delaware and Hudson River Road and proved too heavy. Then our American artisans began work on a locomotive at West Point, N. Y., and turned out the "Phoenix," the first built in this country. This proved entirely too small for work, so heavier ones were built, but none ever entered practical service. But in 1832 Governor De Witt Clinton superintended the construction of a successful locomotive named after him, which plied between Schenectady and Albany on the Mohawk and Hudson Road.

"The Baldwin Locomotive Works of Philadelphia, claims to have built the fourth machine made here. This was used on the Philadelphia and Germantown Railroad in 1833. Four years later the Rogers Works of Paterson, N. J., after two years' labor, completed its first engine."

"And you say these were good motors?"

"Certainly. There have been a few minor improvements on them, not many. They have added a cab for us fellows and a pilot (cow-catcher), increased the driving wheels from one pair to four or six, and in the internal economy added the multitubular boiler and the chimney exhaust. These are the principal improvements, and in the entire locomotive there are very few patents. The old machines made almost as good time as the present average. As for the few patented improvements, builders say the engines can be made almost as well without them. The engine of to-day is a marvel of simplicity and beauty."

"Have all attempts at improvement proved futile?"

"Most of the money spent in radical changes has been wasted. The Fontaine engine, named after its inventor, which was to make eighty miles an hour with one pair of driving wheels placed above the other, has not, it is said, made good its claim, and the Holland naphtha-burning machine, invented by Mr. Conant and intended to burn naptha and water, is now lying idle in the Erie yards at Paterson. Several trials failed, it is claimed, to induce the engine to work satisfactorily. As far as brass and nickeled work goes the machine is a glittering success.

"The economizing of fuel has always been aimed at, and on the Reading Road dirt-burning machines are used to consume the mountains of otherwise valueless coal-dust that accumulate at the mouths of the mines. In cities where the smoke is objected to, some companies have been obliged to resort to using expensive coke. There are at present sixteen locomotive works in the country, not including the shops owned by railway companies. Pennsylvania has five of these, New Jersey and Massachusetts three each, New York two, Rhode Island, New Hampshire and Maine one each. These works give employment to 14,000 men and every year add about 2,600 locomotives to the 20,000 now in daily use. At present five men have to work an entire year to complete one of these huge machines. The year just past has been a somewhat dull one for manufacturers and a majority of the shops are not now working full time.

"Are all engineers as well informed? I think so. It is our business to know the history of our engine, and we certainly have to know how our locomotive is built. You will always find that a good mechanic makes a good engineer." And the grimy driver disappeared under his engine and squirted half a pint of oil from the elongated spout of a dinner-pail-looking oil-can into an invisible aperture.

"Downright and upright women, even in theatricals, are always a refreshing novelty, and between you and me there are a great many more upright than downright women in the theatrical profession," says the optimistic critic.

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TRAVELERS' GUIDE

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GOING EAST. No. 3, Freight Saturday only.	GOING EAST. No. 1, Mixed Tuesday Thurs.	Distances.	STATIONS.	GOING WEST. No. 2, Mixed Monday Wed.	GOING WEST. No. 4, Freight Friday only.
5.00AM.	5.00AM.		D Pt. Moody A	6.30PM.	6.00PM
6.00 "	6.00 "	0	A Pt. Moody D	5.30 "	5.30 "
7.00 "	7.00 "	12	D Pt Hamm'd A	5.00 "	5.00 "
7.35 "	7.35 "	20	...Whonnock...	4.10 "	4.10 "
8.25 "	8.25 "	30	....Mission....	3.15 "	3.15 "
9.10 "	9.10 "	40	....Nacomin....	2.25 "	2.25 "
9.55 "	9.55 "	49	Harrison River	1.30 "	1.30 "
10.35 "	10.35 "	58	....Agassiz....	12.50 "	12.50 "
11.20 "	11.20 "	68	..Ruby Creek..	12.10 "	12.40 "
12.05P.M.	12.05P.M.	76	.....Hope.....	11.35A.M.	11.35AM
12.43 "	12.43 "	82	..Texas Lake..	11.00 "	12.00 "
1.10 "	1.10 "	85	.....Emory.....	10.45 "	10.45 "
1.30 "	1.30 "	90	A/D ...YALE... D/A	10.25 "	10.25 "
....	2.30 "			10.00 "	10.00 "
....	3.20 "	102	...Spuzzum...	9.10 "	9.10 "
....	4.30 "	117	..North Bend..	8.00 "	8.00 "
....	5.30 "	128	....Keefers....	7.00 "	7.00 "
....	6.15 "	136	.....Cisco.....	5.50 "	5.50 "
....	7.15 "	144	....Lytton....	5.25 "	5.25 "
....	7.40 "	150	...Gladwin...	5.00 "	5.00 "
....	8.10 "	154	..Thompson..	4.40 "	4.30 "
....	8.40 "	160	...Drynock...	4.10 "	4.10 "
....	9.10 "	166	Spence's Bri'ge	3.40 "	3.40 "

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Arrive Ottawa	12:05 P.M.	11:30 P. M.
" Toronto	10:00 P.M.	8:45 A. M.
Leave Toronto	9:20 A.M.	8:00 P. M.
" Ottawa	7:00 P.M.	4:37 A. M.
Arrive Montreal	10:35 P.M.	8:25 A. M.

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New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	80 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	133 25	101 70	68 70
Ottawa	135 60	106 00	71 00
Hamilton	127 20	101 50	66 50
Guelph	126 75	101 50	66 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	56 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 20
Winnipeg	113 25	90 25	54 50

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Atlantic Express.	Days from Portland.	Miles.	STATIONS.	Pacific Express.	Days from St. Paul.
5 20 PM	1st	0	Lv....Portland....Ar	8 10 AM	4th
6 00	day		......East Portland......	7 40	day
9 27	"	66	Ar....Hood River....Lv	4 13	"
10 50	"		Ar.......Dalles.......Lv	2 50	"
11 00	"	88	Lv.......Dalles.......Ar	2 40	"
2 55 AM	"	187	Lv.....Umatilla.....Lv	10 35 PM	"
4 20	"	205	Ar. Wallula Junction. Lv	9 20	"
4 40	"	230	Lv. Wallula Junction. Ar	8 50	"
6 55	"	214	...Palouse Junction...	6 35	"
10 00	"	245	Ar......Sprague......Lv	3 15	"
11 21	"	265	.........Cheney.........	1 50	"
12 15 PM	"		......Spokane Falls......	1 04	"
1 39	2d		.........Rathdrum.........	11 57 AM	"
1 20 AM	"		.........Missoula.........	1 10	"
5 25	"	335	.........Garrison.........	9 10 PM	"
8 50	"	375	Ar.......Helena.......Lv	6 15	"
8 50	"	403	Lv.......Helena.......Ar	5 43	"
1 30 PM	"	635	.........Bozeman.........	1 35	"
4 20	"	705	.........Billings.........	7 15 PM	"
5 23	"	726	.........Bismarck.........	11 25	2d
1 25 AM	3d	1444	.........Fargo.........	3 40	1st
7 10	"	1628	.........Brainerd.........	9 45 PM	"
12 30 PM	4th	1911	Ar.......St. Paul.......Lv	4 00	"

Emigrant train leaves East Portland daily, at 6:20 A. M., arriving at 7:10 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 5:20 P. M., and East Portland at 6:30 P. M., connecting with N. P. R. R. train for all points east.

Northern Pacific train to connect with Puget Sound and Victoria boats leaves Portland daily at 9:25 A. M., arriving at Tacoma at 6:35 P. M.; leaves Tacoma for Portland at 7:25 A. M., and arrives at 4:15 P. M.

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The great Rock Island Line.
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The Chicago and Northwestern.
The Royal Route.

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CHICAGO AND GRAND TRUNK TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	8.21 P.M.	8.30 P.M.
Ar. Port Huron	1.26 A.M.	7.00 A.M.
" London	4.50 A.M.	12.20 A.M.
" Hamilton	6.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	5.10 P.M.
" Toronto	8.10 A.M.	7.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

"NIAGARA FALLS ROUTE,"

Is the Name by which

The Michigan Central R. R.

Is universally known because (1) it is the only line out of Chicago running its trains via the Niagra Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

	a.m.	a.m.	p.m.	p.m.	p.m.
Lv. Chicago	†6.45	†8.55	*4.15	*8.40	†9.55
	p.m.	p.m.	p.m.	a.m.	a.m.
Ar. Detroit	†6.10	†6.25	11.59	*7.52	†8.25
	p.m.	p.m.	a.m.	a.m.	a.m.
Ar. St. Thomas	†11.20	†11.45	*2.25	*10.05	11.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Toronto (via C. V. R.)	†9.00	†9.30	†9.30	†3.40	†6.35
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Niagra Falls	*2.30	*8.30	*6.35	*1.30	*8.20
	a.m.	a.m.	a.m.	p.m.	p.m.
Ar. Buffalo	‡3.40	‡4.00	*7.50	*3.00	†6.45

Connecting with N. Y. C., N.Y., L. E. & W., E.L. & W., and B. N. Y. and P. Railroads.

O. W. RUGGLES, Gen. Pass. and Ticket Agent, Chicago.

GUNSMITHS, ETC.

HAS ARRIVED!

THOMAS THOMPSON,

Practical Gunmaker from Birmingham, England.

Has also had 22 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and resighted. Sewing Machines repaired, Cutlery ground and set, Locksmithing and General Repairing done. All work guaranteed.

Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct 15-tf

LIDDLE & KAEDING,

Sole Agents for the famous

Breech-Loading Shotguns of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.

538 Washington St., San Francisco. oct 13-3m

GROCERIES, WINES AND LIQUORS.

TABLE DELICACIES.

AND ALL KINDS OF

FINE FAMILY GROCERIES

A SPLENDID ASSORTMENT OF

Provisions, Liquors, Etc.,

Every article for hotel, boarding house or private family use.

HENRY SAUNDERS,

Johnson Street. (1)

GEORGE VIENNA,

DEALER IN

GAME, FISH, FRUIT,

Vegetables, Etc.

Victoria Market, Government Street. Two Doors North St. Nicholas Hotel

VICTORIA, B. C.

All kinds of Game, Fish, Fruit, etc., kept constantly on hand in season, and delivered free of charge. (1)

DRY GOODS AND CLOTHING.

The Nobbiest

Pants & Suits

Latest English and American Patterns Of Our Own Selections.

LEASK & CO.,

Fort Street.

THE WHITE HOUSE.

STAPLE AND FANCY

Dry Goods Emporium.

Government Street. VICTORIA, B. C.

Hutcheson, Young & Co. (1)

KING TYE CO.

Importers, Manufacturers, also Wholesale and Retail Dealers in Foreign and Domestic

GROCERIES,

Opium &c.

Also Manufacturers of all Kinds of

CLOTHING.

Cormorant Street, above Store.

P. O. Box 308. VICTORIA

ESTABLISHED 1858.

Suits! Suits! Suits!!

Men's Boys and Children's suits in great variety and at such

REDUCED RATES

As will pay you to see them before purchasing elsewhere; at

A. GILMORE'S,

JOHNSON STREET, Victoria. (1)

WESTMINSTER BUSINESS CARDS.

ZED S. HALL,

Bookseller & Stationer

Columbia Street,

New Westminster.

Books, Periodicals,

—AND—

STANDARD WORKS ORDERED FROM England and the United States at short notice and at publishers' prices. se17tf

W. R. CLARKE,

Auctioneer,

Appraiser and Commission Merchant.

SALESROOM:—FIRE PROOF BUILDING, YATES ST. VICTORIA, B. C.

☞ Liberal advances made on consignments.

☞ To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

CIGARS, TOBACCO, ETC.

FRANK CAMPBELL,

IMPORTER AND DEALER IN

FINE HAVANA CIGARS,

Meerschaum Pipes,

SMOKING TOBACCO

CORNER YATES AND GOVERNMENT STS.

VICTORIA, B. C.

KURTZ & Co.,

Pioneer White Labor

Cigar and Cigarette

Manufacturers.

Established, 1879.

VICTORIA. BRITISH COLUMBIA

Administrator's Notice.

In the Goods of Frederick Black, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator.

D. M. EBERTS,
Solicitor to the Administrator.

Victoria, Dec. 18, 1884.

COWICHAN

LUMBER YARD

WM. SUTTON, Proprietor.

DEALER IN ALL KINDS OF

Rough & Dressed Lumber

Doors, Sashes, Blinds, Etc.,

Wharf St., near James Bay Bridge, VICTORIA, B. C.

Administrator's Notice.

In the Goods of Lawrence Redmond, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased, are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator.

D. M. EBERTS,
Solicitor to the Administrator.

Victoria, Nov. 27, 1884. nov27-td

THE PLAN OF THE

MISSION TOWNSITE

—AND—

PRICE LIST

is now on view and can be seen [at] the office of

J. J. AUSTIN.

aug21-tf

NOTICE!

ALL THOSE INDEBTED TO THE FIRM of Callbreath, Grant & Cook, Cassiar, are requested to call on the undersigned between now and the 1st January next, at the office of Rand & Lippsett, second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.

JOHN GRANT.

Victoria, Dec. 3rd, 1884. de2 td

EMPLOYMENT

AND GENERAL

Commission Agency.

Men supplied for all branches of business throughout British Columbia, free of charge to employers. A general Commission Business done in all lines. Supplying labor for railroad contractors, canneries, ranches and logging camps a specialty. Orders by mail or telegraph promptly attended to. P. O. Box 132.

POWERS & FRASER, Victoria, B. C

PHOTOGRAPHS AND PICTURE FRAMES.

SPENCER AND HASTINGS

—ARE—

THE LEADING

Photographers

—OF—

VICTORIA, B. C.

Gallery, - - Fort Street.

Prize List.

TORONTO EXHIBITION.

1880—First Prize Fire Proof Safe—Goldie & McCulloch.
1882—Bronze Medal Burglar Proof Safe—Goldie & McCulloch.
1882—Bronze Medal Fire Proof Safe—Goldie & McCulloch.
1882—Silver Medal Fire and Burglar Safe—Goldie & McCulloch.
1882—First Prize Combination Lock—Goldie & McCulloch.
1884—Gold Medal (Highest Award ever given) Goldie & McCulloch.

MONTREAL.

1881—Diploma— Goldie & McCulloch.
1882—First Prize and Diploma—Goldie & McCulloch.
1884—Bronze Medal Fire Proof Safe—Goldie & McCulloch.
1884—Bronze Medal Burglar Proof Safe—Goldie & McCulloch.
1884—Silver Medal Fire and Burglar safe—Goldie & McCulloch.

OTTAWA.

1884—Gold Medal— Goldie & McCulloch.

ST. JOHN, N. B.

1883—Silver Medal— Goldie & McCulloch.

The above are all the HIGHEST PRIZES awarded at the different Exhibitions.

G. ROBERTSON, Victoria, Agent for British Columbia. dec10-1m

The Daily Times.

PUBLISHED EVERY MORNING EXCEPT SUNDAY.

Victoria, Tuesday, Dec. 23, 1884.

THE TIMES.

—PUBLISHED DAILY AND WEEKLY, BY THE—
TIMES PUBLISHING COMPANY.

OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

One year	$6.00
Six months	3.00
Three months	1.50

Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES, per year $2.00
" " Six months 1.00

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning, is an excellent, readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 5 cents; each subsequent consecutive insertion 4 cents.—Advertisements not inserted every day, 8 cents per line, for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 50 cents.

No advertisement under this classification inserted for less than $2, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter 25 cents per line for each and every insertion.

Where cuts are inserted they must be ALB METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of ordered period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; others no insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO.
Victoria B. C.

THE population of Nevada is constantly decreasing. In 1880, 16,611 votes were recorded; this year only 12,000. At that ratio it will not be many years before it is entirely depopulated.

BOSTON is taxed at the rate of $17 per $1,000. The taxable property is assessed at about $700,000,000, its full valuation. The average rate for the past ten years has been $14.05 per $1,000 on same valuation.

THE internal revenue tax on tobacco in the United States produces about $26,000,000. The annual surplus of revenue over expenditure is $50,000,000, and if this tax is abolished the surplus will be reduced to $24,000,000. The ratification of treaties, now being considered, would reduce the revenue some $46,000,000, principally in sugar duties. It will therefore be impossible to remove the tax on both commodities without leaving a deficit.

IT is generally believed in New Westminster that the syndicate will, in the course of a year or two, give the city railway communication. The question now is whether it is better to wait that time or at once give a bonus of $75,000 and have immediate railway connection. There should be no great difficulty in solving the problem. Wait two years and get the railway for nothing. The $75,000 might in the meantime be spent in city improvement.

A. MACDONALD in England, that in the event of a serious war the people of Canada would be prepared to bear their share of the expense, is rudely assailed by the Toronto *Telegram* as "rubbish." "Canada," says that journal, "has no stomach for gunpowder, and does not desire to be dragged by the Mother country into war with other lands." The organ is equally guilty of uttering "rubbish," for while Canadians do not, either by themselves or as a portion of the empire, court war with any power, and would strive by every honorable means to avoid it, their "stomachs" are as powder proof as those of any people in the world.

A SAN FRANCISCO journal remarks that a custom house officer who will search a whole week for two pounds of opium, will let a whole cargo of contraband Chinese pass without challenge. This has special reference to the custom house officers in Washington Territory, where most of the Chinamen get into the country surreptitiously. The difference is that the inspector who intercepts a pound of opium gets some benefit from the seizure, but there is nothing except a consciousness of duty performed to reward him for arresting a Chinaman. How would it do to apply the moiety law to smuggled Chinese immigrants?

AN English court recently gave a decision which prohibits teachers in schools from assigning children lessons to be learned at home. The opinion was expressed that it was neither good policy nor wise culture to force them to study during the hours of freedom from school, as it was taxing the brain to a greater extent than was consistent with the laws of health. The system of cramming has unquestionably been carried too far, in new as well as in the old countries, and has often been attended with serious results on the mental qualities of the pupils. Yet, a system of teaching that would debar all home studies would be quite as unsatisfactory as the other extreme now in vogue. A medium course, in teaching, as in many other things, is the safest and best policy.

NEWSPAPER publishing in Victoria is attended at times with very serious difficulties. Owing to our position geographically, a snow blockade on the Northern Pacific has left us without an eastern mail for over a week, while a break in the telegraph line has deprived us of dispatches for even a longer time. Under such circumstances, it is not surprising if the columns of THE TIMES, and those of its confreres, have not been fully up to the standard of excellence which they usually present. There is some consolation in knowing that the snow will melt in the spring, and that a new telegraph line will connect us with the outer world upon the completion of the Canadian Pacific, when communication will once more be established. There is, we are afraid, slight hope of relief from the present difficulties in any other direction. Hope deferred has made the editorial heart sick.

THE GRAND TRUNK.

The possibility of a fusion of the Grand Trunk with the Canadian Pacific railway, improbable though it may appear, is still being discussed by Eastern journals. As an independent line, having Chicago for its western terminus, it can be of little or no interest to the people of this province. It is only as part and parcel of the Canadian Pacific that we can feel the slightest concern in its affairs. In 1864 the mileage of the Grand Trunk was 1,377 miles, the gross receipts £1,146,539, and the net receipts £271,074. The mileage at the close of 1883 was 2,321 miles, the gross receipts for the year £3,609,156 and the net receipts £1,198,295. While the increase of mileage has been 66 per cent, the increase in the gross receipts has been 115 per cent. Despite this apparently satisfactory showing, the position of the great bulk of the shareholders and their chances of realizing any benefit from their investment are no better than ever. The railway is so handicapped with a load of liabilities, incurred while operating the road year after year at a loss and by unprofitable amalgamations, that despite a net profit which would be ample to enable the payment of good dividends on the first cost of the line, only the favored class of investors have received anything. There is little prospect that the future will show better results so far as the earnings of the line are concerned. Under these circumstances, some eastern papers think it would not be surprising should the remedy be sought in the absorption of the road by its great rival. The Montreal *Herald*, generally looked upon as the organ of the syndicate, publishes the following, which is evidence that there may be something in the amalgamation story:

"Should the Grand Trunk pass into the hands of the Canadian Pacific there would, no doubt, be such changes initiated as would greatly reduce the expense of managing and operating the system. The abolition or reduction of the Grand Trunk staff at headquarters would alone make an enormous saving, and that would be only one item in a hundred in which the pruning knife could be judiciously applied."

The *Herald* points out to the English shareholders that in this course lies their only chance for realizing anything on their investment. The latter, it says, may well "turn their eyes to the Canadian Pacific in the hope that the practical and able railway men connected with that enterprise may find for them some way out of their difficulties and salvation of some kind for their property."

All of which we give our readers for what it is worth. For our part we give the rumor little credence. But even if it has a foundation, and is seriously contemplated by the companies interested, we believe it will be found, in face of the powerful opposition that it would provoke, im-

THE RAILWAY POOL.

The pooling arrangements of the through line to the east are being readjusted, at a meeting of the representatives of the railroads interested. The opposing interests have found difficulty in coming to a satisfactory basis of settlement, but an agreement similar to the one that is about expiring, will, very probably, be ratified. Last year the Central Pacific paid the Northern Pacific half a million dollars, for which sum the latter agreed to recognise the special contract system of the Central and thus enable it to maintain its control of the trade of San Francisco, as it has done prior to the completion of the Northern Pacific. The merchants of San Francisco are endeavoring to break up the special contract system, and by compelling the Central to pay tribute to its northern rival for permitting it to control the city's trade are hopeful that they can break up the monopoly. MR. R. J. HARRISON, a merchant of that city, and who has never signed a special contract, said to a reporter:

"I secured the promise from a number of leading merchants last year pledging themselves to give 100,000 tons of freight to the Northern Pacific at the same rate that the Central Pacific railroad charges under the special contract. That was not a written pledge, and that is the sole cause of the Northern Pacific's refusal to accept the proposition. I have a letter from JOHN MUIR, in which he says, that if the merchants of San Francisco pledged in writing 50,000 tons of freight the road would have accepted the offer. Well, we forced the Central Pacific to spend $500,000 to have the Northern Pacific recognize the special contract system. Now during this month for that agreement between the Northern and Central Pacific roads expires with December—I propose to canvass the city and get written pledges from each merchant, agreeing that he will have so much freight shipped at special contract rates over the Northern Pacific or the Union Pacific and Oregon short line. I am confident that that can be accomplished. We will either break up the special contract system or force the Central Pacific to pay another enormous bonus to either or both these roads to recognize the contract system. The Central Pacific can not afford to do that, and the special contract system is doomed."

Another competitor, which will prove a disturbing element in through traffic combinations, will soon be completed. The Canadian Pacific will give the people of this country, and of the Sound, another and more direct outlet to the east, and cheaper freight and more expeditious transportation. Any combination with existing lines, with a view of perpetuating the present tariff of charges, will be against the interests of British Columbia, and is not likely to be entered into.

EQUITABLE.

If the "world-loving" editor of the *Standard* had only turned up Webster before writing his labored article of this morning, he would have had a more correct idea of the meaning of the word "equitable." For his information, the definition given is: "Giving or disposed to give each his due; syn., just; impartial; fair; upright." But from the best information obtainable we are disposed to think that the *Standard* never gives any one his due unless it particularly suits; in fact, we have never heard that paper accused of being impartial. Does the editor of the *Standard* for a moment mean to say that it would not be just and equitable to assess all property alike, on some fixed basis? We believe that the proprietor of the *Standard* feels that his large estate in Chinatown and elsewhere are not assessed as much in proportion to their value as many poor men's houses throughout the city, hence his objection to an equitable revision. No right thinking man can have any objection to an "equitable" adjustment of the city assessment.

MAYOR'S REPORT.

We stated yesterday that the report made by Mayor Shakespeare in 1882 was "the only one of the kind that has ever been issued." This was a mistake. Mayor Redfern, in the year following, prepared a similar report, replete with useful information, which was printed and circulated. We were aware that the report had been presented to the council, but overlooked the fact that it had been printed. It is a pleasure to make the correction. The excellent example thus set, should be followed by the present and succeeding mayors. The addition of the financial statement, now published only in the papers, would make the report doubly valuable.

THERE is an old adage that the first three days of December indicate the character of the weather for the three months of winter. Who can recall to mind whether the weather was good, bad, or indifferent on the days referred to.

MR. CLEVELAND will lack fourteen days of being forty-eight years old on the day of his inauguration. Only one younger man, Gen. GRANT, was inaugurated President. He was then six weeks less than forty-seven years of age.

NEW TO-DAY.

Estate of Michel Camsusa, Deceased.

CREDITORS are requested to send their claims and Debtors to pay their accounts forthwith to Messieurs L. E. Erb and S. Coigdarripe, Victoria, the Executors of the estate of the deceased.

J. ROLAND HETT,
Solicitor for the Executors.

Langley St., Victoria, December, 23, 1884.

..... Deceased.

CREDITORS are requested to send their claims, and debtors to pay their accounts, forthwith, to Mr. Henry Cogan, Metchosin, or to Mr. C. B. Rabson, Comox, the Exectors of the will of the deceased.

J. ROLAND HETT,
Solicitor for the Executors
Langley St., Victoria, December 23, 1884.

VICTORIA STEAM LAUNDRY COMPANY.

LAUNDRY, - VICTORIA WEST

OFFICE—Government Street, Over London House.

TELEPHONE CALL 61.

This Company has been formed for the purpose of purifying and

Doing up Every Description of Wearing Apparel by Steam.

AT REASONABLE RATES and with an expedition heretofore unknown in Victoria.

Soiled Garments delivered to our carriers will be returned, if required, the same day.

Experienced Laundrymen from San Francisco will be engaged, and all work done by us will be guaranteed to give entire satisfaction.

Wagons will collect and deliver clothes at customers' residences daily.

Plain and Fancy Articles Done Up.

FLANNELS and BLANKETS and Lace Curtains washed and ironed by an improved process.

JOHN. A FRASER.
dec22 Manager.

Queen's Market.

Christmas Exhibition of

MEATS

This Evening.

MESSRS. GOODACRE & DOOLEY ARE pleased to inform the Public that notwithstanding the severity of the weather, they will be prepared and

WILL EXHIBIT

THE FINEST STOCK OF

Meats & Poultry

EVER SHOWN.

DRS. MacSWAIN & DEARDEN

PHYSICIANS & SURGEONS

OFFICE—Fort street, above Douglas. Open day and night.

A. MACSWAIN, M. D., L. R. C. P., London, Eng.
G. A. DEARDEN, M. D., C. M., McGill, Montreal.
dec11

NOTICE.

ALL ACCOUNTS against the Corporation of the City of Victoria for the current year must be sent in on or before 4 o'clock, p. m., on the 24th instant, or they will be disallowed.

By Order of the Mayor and Council,
JAMES D. ROBINSON, C.M.C.
City Hall, Victoria, 19th Dec., 1884. dec19

EX. JAMES G. BAIN.

A COMPLETE ASSORTMENT OF

ENGLISH AND FRENCH

FANCY GROCERIES,

OILMEN STORES

WINES & LIQUORS.

NEUFELDER & ROSS, Importers and Dealers in Staple and Fancy Groceries, Wines & Liquors, quality Guaranteed, VICTORIA, B.C.

LOOK OUT FOR OUR NEW FRUITS,

Now due by Steam and Rail

DIRECT FROM THE MEDITERANEAN.

NEW TO-DAY.

ATTRACTION.

Philharmonic Hall

NEW PLAY!
NEW LAUGHS!
NEW FUNNIMENTS!

Return of the Great Comedian

John S. Langrishe,

NO PERFORMANCE TO-NIGHT

Wednesday Eve., Dec. 24th,

FATHER & SON;

OR MATRIMONIAL ODDITIES.

And the Farce of the SILENT WOMAN.

Christmas Night, Farewell Performance.

POPULAR PRICES:

General Admission—Fifty cents and 75 cents. Reserved seats, $1.00, and can be secured at Waitt's Book Store.

T. C. HOWARD,
dec 15 Manager.

Burns' Anniversary.

THE

St. Andrews & Caledonian Society

Will give their

ANNUAL BALL

AT THE

Pavilion Skating Rink

ON

FRIDAY, JANUARY 23rd.

TICKETS - - - - $3 00

To be had of any member of the Committee.

dec23-td JAS. RUSSELL, Sec'y.

NOT DEAD

BUT READY TO DYE

THE DYE WORKS GIVES NOTICE THAT work wanted for the holidays should be sent in at once to prevent disappointment.

Gentlemen's Clothing renovated and repaired.

T. W. PIERRE,

Tailor and Dyer, Yates St.
dec11-1m

WANTED.

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

OMA! Do come to the Indian Bazaar, on Johnson street, and buy me a pair of Silver Bracelets. The Indians make them. They are pretty and fashionable. dec2-6t

WANTED—Eight or ten good boys to sell the DAILY TIMES on the streets. Apply between 4:30 and 5:30 p. m., at THE TIMES Office.

WANTED—By a Japanese young man, a situation to do housework or some other work of that description. Address FRANK T. SAITOH, care of F. J. Morison, corner Government and Discovery streets. dec19-6t

WANTED—None of those old-fashioned small arm, hard running sewing machines. What the people do want now is a silent, light running Domestic or Wanzer, they are models of perfection; from T. W. FLETCHER, Fort street.

WANTED—Purchasers to save $15 to $20 on each Singer Sewing Machine. They can depend upon getting the best and most improved at dec18-6t T. W. FLETCHER, Fort street.

WANTED—The public to know that Mrs. E. Bailey, the Fashionable Dressmaker, has removed to her new residence on Quadra street, between Johnson and Pandora streets, where she will be pleased to see all her former customers, or any other ladies who wish first-class work on short notice and at reasonable rates. dec16-6t

WANTED—Six good dress makers. Apply to MRS. M. ADAMS, corner of Douglas and View streets. no25

WANTED—Five hundred men daily, to buy their boots and shoes at the Queen Shoe House. no25tf

WANTED—The people to know that Neufelder & Ross keep the finest stock of fancy groceries for the holiday trade. no25-tf

WANTED—Five hundred new subscribers for the DAILY TIMES, which will be delivered at their residences for 25 cents per week.

WANTED—All the babies in town to have their photographs taken at Hall & Lowe's. no25 tf

WANTED—One thousand new subscribers for the WEEKLY TIMES, which contains 42 columns of solid reading matter every week, and is the best family newspaper in the Province. Subscription price only $2.00 per annum.

WANTED—People to buy 1000 Rockford quick train watches, the best and most correct time watch manufactured, from G. W. A. Lange & Son. no25-tf

100 GIRLS WANTED—To know that THE TIMES is the best medium for making known their wants to the public. The cost is only 50 cents for three insertions or six insertions for 75 cents.

100 MEN WANTED—To learn that they can replace their annoucements under this heading at the rate of only 50 cents for three insertions.

TRY IT—Try an advertisement under this heading if you require a situation. The rate is nominal—only 50 cents for three insertions.

FOUND.

FOUND—Between Hamsims wharf and Camp One, E. & N. Railway, a pocket book containing valuable papers, belonging to J. W. Graham who can obtain the same by proving property and paying for this advertisement. Apply at TIMES OFFICE. dec18

Just Received

EX "MEXICO," AND NOW OPEN

Brocaded Silk

And an Assortment of

Fancy Work Baskets

AT THE

Japanese Bazaar

An Endless Variety

Of Japanese Wares and Curios.

COME

AND INSPECT OUR STOCK.

Charles Gabriel & Co.,

GOVERNMENT STREET

We Lead, but Never Follow

In Prices and Also in Styles.

As we manufacture most of our goods ourselves, we are enabled to undersell any house in this Province and will continue to do so, and give the public the benefit.

From Factory we use the best material and employ the best mechanics. The public can therefore rely on getting value for their money in this establishment. If you wish a nice perfect-fitting Boot or Shoe, for Ladies, Gentlemen or Children at a low price, call at the

Queen Boot & Shoe House,

Government and Yates Street.

CANADIAN PACIFIC NAVIGATION CO., LIMITED.

Taking effect from December 1st, Steamers will leave as follows, viz:

EAST COAST ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD'Y
Nanaimo & Intermediate Pts	7 A. M.		7 A. M.		7 A. M.	
Comox			7 A. M.			

FRASER RIVER ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY	FRIDAY.	SATURD'Y
Ladner's Landing, New Westminster and Pt. Hammond		7 A. M.			7 A. M.	
Plumper Pass					7 A. M.	
Grave le, Moodyville, Pt Moody					7 A. M.	

NOTE—Freight for Hope, Yale and Points in the Interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package. No freight will be received after 5 p. m.

JNO. IRVING, Manager.

For CHRISTMAS

AND

NEW YEAR'S PRESENTS

GO TO

C. E. REDFERN'S,

And inspect the most Extensive and Elegant Stock of

Watches, Clocks, Jewelry, Table-ware and Fancy Ornaments

Ever offered for sale in the Province, which were selected by Special Agents from the best European and Eastern Factories and are now on view in the New Brick Building,

Government St., bet. Fort and Broughton.

Jewelry of Every Description Made to Order on Short Notice, and Repairing Carefully Attended to.

dec1

City and Suburban Lots!

IN VANCOUVER CITY,

Terminus of the Canadian Pacific Railway.

We have Properties for sale in every Section of Vancouver City eligible for business or residence purposes, at reasonable figures and on easy terms of paymennt. Buy early and in the right locality. A small investment may realize you a handsome return.

Remember the Headquarters for Vancouver City Property.

ROBERTSON, McLAGAN & CO.,

Second Door South of P. O., Government St., VICTORIA!

The Best Your Attention

Is invited to our assortment of

CLOTHS AND SUITINGS

Which have been selected with especial care and imported direct from the

EUROPEAN MARKETS.

Unusual attention has been given to the choice of trimmings, as well as cloths, and all favoring us with their orders may rely on having

EVERY GARMENT

Finished in the Best Manner.

In order to be in a position to fill our regular orders, and cater for the new and Holiday trade, we have

Enlarged Our Establishment,

And made other extensive improvements, we therefore solicit your patronage and will

GUARANTEE SATISFACTION.

Terms: Strictly Cash.

A. GREGG & SON.

Corner Douglas and Pandora Streets

The Best

Present to send to an absent friend is a copy of the

Weekly Times

ONLY $2

From now to the end of 1885

Subscribe for it and send it to your friends

At Home.

YOUNG BROS.

Have enlarged their premises known as the

New England Bakery

And have engaged the services of a first-class baker from San Francisco, and are now prepared to supply their customers and the public at large with the best German-made milk-bread and other fancy breads, pastries and confectionaries too numerous to mention.

YOUR PATRONAGE SOLICITED.

YOUNG BROS.,

Government St., bet. Johnson & Yates

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, Dec. 23, 1884.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—O. R. & N. Co.'s steamers leave Victoria every morning, Sundays excepted, at 4 a. m., standard time, or 3:35 Victoria time, making close connection with the N. P. R. R. at Tacoma.

FOR SEATTLE, via Port Townsend—The Eliza Anderson leaves every Sunday, Wednesday and Friday mornings at 3 a. m.

FOR NANAIMO—The Enterprise leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO—The Amelia sails every Monday, Wednesday and Friday Morning at 3 o'clock.

FOR BURRARD INLET—The Steam Schooner Grace leaves Turner & Co.'s wharf every Monday evening at 5 o'clock.

FOR NEW WESTMINSTER—The Yosemite leaves Tuesday and Friday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday 9 m.

FOR NEW WESTMINSTER, PORT HAMMOND, CHILLIWHACK and way Ports—The steamer Teaser leaves Turner, Beeton & Co.'s wharf Sundays and Wednesdays at 8 a. m.

TO OUR MERCHANTS.

The Christmas holidays are approaching and if you intend to cater for the holiday trade advertise your holiday goods in THE TIMES. As a medium for reaching the great mass of PURCHASERS THE TIMES, owing to its large circulation is beyond question the best. Special rates will be made for Christmas advertising during the next ten days. Now is the time to advertise and take advantage of the THE TIMES circulation in doing so.

To Our City Subscribers.

We would respectfully request our city subscribers who fail to get their paper regularly, or who receive it unreasonably late, to notify the office promptly of the same. By complying with this request any irregularities in the delivery of the paper can be readily corrected.

CITY AND PROVINCE.

—The steam schooner Anna Beck arrived this morning from Departure Bay with a cargo of coal.

—The North Pacific to-day brought freight for the following consignees:—V McKeon and Neufelder & Ross.

—The steamer Eliza Anderson did not arrive to-day from Seattle, and it is reported that she is laid off for repairs.

—No eastern mails arrived to-day. It is now one week since the mails came through from the east, and the outlook is very encouraging.

—The train did not reach Tacoma from Portland until 2 o'clock this morning, which made the North Pacific late in reaching this port this afternoon.

—Reports from the suburban portions of this city are to the effect that turkeys and chickens are being executed at a lively rate this morning.

—Messrs. Goodacre & Dooley's market attracted a large crowd last evening after it had been illuminated. It is certainly a very handsome display of meat.

—At Yale yesterday afternoon it was cold and clear with a north wind prevailing. There were three inches of snow on the ground, while the thermometer registered about zero.

—O! ma, do come to the Indian Bazaar, on Johnson street, and buy me a pair of silver bracelets. The Indians make them, and they are pretty and fashionable.

—The steamer Idaho arrived at the outer wharf from Alaska last evening, and will proceed to Portland, via Port Townsend. Owing to ice in the Columbia river, it is thought she cannot get further up it now than Astoria.

—The following passengers arrived today on the North Pacific from the Sound:—Miss May Wilson, W Ellis, W Sage, J King, R Glidden, Mrs Algar and two children, W H Pointer, J Todd, C Burkland, E B Smith, J E Davis, Mrs D Hopkins, M M Leigh, and H A Atkins.

—An American exchange says: "Our British cousins complain that the Americans are taking up all the "fat takes" around Coal Harbor, the new Canadian Pacific terminus. But a little Yankee enterprise will infuse new life into the staid Johnny Bulls."

—Last evening a team belonging to Mr. Weir, of Metchosin, started to run on Fort street. Before the owner could stop them they ran against the window of Messrs. Mann & Heron's harness shop and broke the glass. The horses were uninjured, but the window presented a very open appearance.

—The entertainment given by the members of the Y. W. C. T. U. last night, was not very largely attended, but those who did venture out, spent a very pleasant evening. Addresses were given by Messrs. Walker, McNeil and Holden, a well-rendered song by Miss Holden and singing by all present.

—The bark Minstrel King arrived yesterday from Callao, having been 51 days on the passage. She came in ballast and left to-day in tow of the Alexander for Hastings mills, where she loads lumber for Montevideo. The captain reports that he did not see a vessel the entire way up until he reached the roads.

—Considerable trouble is being experienced with many gas metres at present. The water is inclined to freeze, and thus prevent illumination. Several metres had to be thawed out last night by pouring hot water upon them before they could be made to operate with any degree of certainty.

—Advices from New Westminster last evening stated that the weather was clear and cold, with a light wind. About an inch of snow was on the ground. The Fraser river is frozen across, although it is clear of ice a quarter of a mile below the C.P.N.Co.'s wharf.

—The steamer Princess Louise left at 7 o'clock this morning for Port Moody, in place of the Yosemite. The latter will lay off for a while. Hereafter, until further notice, the Princess Louise will leave every Tuesday and Friday for Port Hammond unless the river is full of ice, as at present, when she will go to Port Moody.

—The steamer Beda arrived at Granville at 3:30 o'clock yesterday afternoon from Tacoma, having on board two locomotives and one passenger coach for the C.P.R., which have been awaiting transportation at the latter place for some days past. After remaining at Granville several hours the steamer proceeded on her way to Port Moody, where they will be discharged.

—A sleigh belonging to Mr. D. W. Higgins, which was being driven by one of his sons, turned over this afternoon on Government street, just in front of Mr. Frank Campbell's store. The occupant was thrown out but not injured. The horse became frightened and ran down Government street and then up Fort, and was finally caught at the corner of Johnson and Broad streets, without any serious injury having been sustained.

For Pianos and Organs go to Waitt & Co's.

Overcoats! Overcoats! Overcoats! at W. J. Wilson's, Government St.

FROM ALASKA.

The Idaho Arrives Down—Not Much Snow but Very Cold.

The steamship Idaho arrived at the outer wharf last night at 9 o'clock, from Sitka, Alaska, and way ports. She brought a cargo consisting of 3,000 cases of salmon, 50,000 gals. of herring oil, and furs amounting to about two tons. Among the passengers was Judge McAllister, supreme judge of Alaska, who came down to consult with the judges of British Columbia on the question of the boundary line, between this province and Alaska, together with

OTHER IMPORTANT MATTERS,

Concerning the northern country. Judge McAllister goes from here to Portland, and thence to San Francisco to visit friends. He will return to Alaska about May. Other passengers were:—Mr A Kashuvaroff, a young Russian priest, who is en route to San Francisco; Mr C Morse and Mr J Farnsworth, besides two white men and three Indians in the steerage. The Idaho left Sitka on the 14th inst. and experienced a rather pleasant trip, although at times she encountered pretty strong winds from the northeast. She reports that the Treadwell mining company on Douglas Island, have commenced

LAYING THE FOUNDATION

For their stamp mill. The mill, which will have 120 stamps, is expected to be in operation by next May. Their mine has been fully developed, and workmen are now engaged on the foundation of the mill, which is being pushed ahead very rapidly. People on Douglas Island have great confidence in the mine and think it will prove of immense value. At Sitka there was not much snow when the steamer left, but it was quite cold. The sun does not rise until about 10 o'clock in the morning and sets at 3 o'clock in the afternoon, giving only

FIVE HOURS OF SUNLIGHT

During twenty-four hours. Affairs are reported to be very quiet in Alaska now, there having been no disturbances of any character of late. An officer of the Idaho tells a joke that was played on several Indians in one of the ports on the Northwest coast during her recent trip up. It appears that they experience considerable trouble in keeping whisky from the Indians in that country, which is often supplied by deck hands and others on the various vessels. Several men on the Idaho, however, filled up a number of bottles with water and sold them to the Indians quite freely, the latter thinking they contained whisky. An Indian after purchasing a

BOTTLE OF SUPPOSED WHISKY

On board the steamer, started away with it in his canoe. After going a short distance he stopped paddling and sampled his treasure. Upon discovering that the bottle contained only water, he immediately became hostile and wanted to "clean out" the whole ship. The Idaho proceeds to Port Townsend and then to the Columbia river where she will try and reach Portland, should the ice permit of her going up that far. The officers were unable to say when the steamer would again leave for the north.

Old Time Winters.

Cold weather always brings out stories of cold weather, and appropriate to the season we give some facts of interest in regard to severe cold. In 1664 the river Thames was frozen sixty-one inches deep. In 1691 the cold was so intense that the famished wolves entered Vienna and attacked beasts and even men. In 1695 hundreds of people were frozen to death, and in 1709 occurred the famous "cold winter." In Germany all the rivers and lakes were frozen, and even the sea for several miles from shore. The ground was frozen to the depth of nine feet, and men and beasts perished by thousands. The Adriatic sea was frozen over and nearly the whole Mediterranean. In 1716, in Scotland, men, cattle and sheep perished in the snow in great numbers. In 1740 there was ten feet of snow nearly all over Spain and Portugal, the Zuyder Zee was frozen over and all the lakes in England. In 1744 came the great snow. It was twenty-three feet deep over nearly all of Portugal, and caused immense suffering and loss of life. In 1771 the Elbe was frozen solid to the bottom. In 1776 ice formed in the Danube river five feet thick. Many other examples might be given of excessive cold weather in climates supposed to be comparatively temperate. Among the low temperatures recorded we find Chicago as 30 degrees below zero, Moscow 53, Fort Reliance 70 and Werchjansk 81, which outlandish named place has the distinction of being the coldest inhabited place on the earth.

As to artificial cold the lowest degree thus far produced was accomplished in London last June, when the terrible degree of 282 below zero was reached. Alcohol was turned into a kind of viscid ice and oxygen gas into a liquid.

The Cascade Division.

"The revival of work on the Cascade branch," says the Tacoma News, "was not commenced a moment too soon for the benefit and interests of Western Washington. We have now been without eastern connections for nearly a week, owing to a blockade of communication between the western end of the Northern Pacific Railroad and Portland. Such a suspension of travel means a general suspension of business, and a severe loss to all who come within its influences. The line of the Cascade division between Ainsworth and Tacoma will never be subject to the severe climatic convulsions that frequently occur on the line of the Columbia river, where nature in its grandest moods, defies the efforts of man to overcome the obstacles it can interpose to his progress. A storm of a few hours on the Columbia river can keep an army of locomotives, armed with snow plows, at bay for an entire week. When the hole is pierced through the Cascade mountains, Portland, on occasions like the present, will be obliged to depend upon the route via Tacoma for its eastern mails, as the Oregon Short Line and Oregon & California appear to be in nearly as bad a blockade as the Oregon Railway and Navigation Company."

Puget Sound Saw Mills.

The Port Discovery saw mill is again running on two-thirds' time, while the Port Townsend mill is said to have closed down for want of orders. The mills on the Sound did a good business for two or three months past, but it seems that the "boom" was of short duration.

Christmas Services.

The members of the Young Men's Christian Association have arranged to hold services in the Royal Hospital from 9 to 10 o'clock on Christmas morning.

Supreme Court.

There will be a vacation of the Supreme Court, commencing on the 24th of December, and lasting till the 6th of January.

Elegant.

Those jewel cases, work boxes, ink stands, writing desks and new Xmas cards at J. B. Ferguson & Co.'s are pronounced elegant by connoisseurs.

Illustrated books for the holidays, Waitt & Co's

If you want a good overcoat go to W. & J. Wilson's.

WEATHER REPORT.

It Continues Very Cold on the Mainland—Weather Clear.

NEW WESTMINSTER, Dec. 23.—The weather is fine and clear, but is quite cold. At 6:30 this morning the thermometer registered 3 degrees above zero. At noon it stood at 30 above and was rising. The wind is east with a velocity of nine miles per hour. People are crossing on the ice between New Westminster and Brownsville. There is good sleighing on the Fraser river.

AT PORT MOODY.

PORT MOODY, Dec. 23.—The weather is fine. The thermometer registers 6 degrees above zero. The harbor is perfectly free from ice. Scarcely any wind prevails.

YALE.

YALE, Dec. 23.—The thermometer registered 2 degrees below zero this morning, but there was no wind.

LADNER'S LANDING.

LADNER'S LANDING, Dec. 23.—It was clear and cold this morning, with the thermometer marking 5 degrees above zero.

NANAIMO.

NANAIMO, Dec. 23.—The weather was colder last night.

NEWS NOTES.

The foreign telegrams of the London Times cost in one single day in October last $10,000.

Lord Lytton (Owen Meredith) has been writing a new romance in verse and it will soon be published.

Although the Roman Catholic is declared the "official" religion of Cuba, other religions are not interfered with.

The loss of the French Treasury on the Paris Exhibition, held in 1878, is officially announced as having been 31,658,277 francs, or $6,331,655.

The run on the Lower Austrian Bank, Vienna, subsided after $5,000,000 were paid out. The bank received financial assistance from the Government.

The dispatch announcing that Germany had annexed a part of the coast of New Guinea and some adjacent islands is a mistake. No such annexation has been made.

The report of the Union Pacific for the quarter ending September 30th shows: Total income, $731,400; net surplus, after payment of all fixed charges, including government requirements, $1,600,200, or equivalent to two and six tenths per cent. upon the capital stock of the company.

A bill for the regulation of the hours of work in stores is to be introduced in the House of Commons by Sir John Lubbock. It provides that a young person shall not be employed in any store for more than twelve hours a day. The violation of the law makes the employer liable to a fine no exceeding £5 for each person employed. The Act is to apply to England, Scotland and Ireland.

Letters Held for Postage.

Letters for the following are held in the post office for postage:—C Bennett, San Francisco; J Brethour, Saanich; Mrs M Chapman, Modesto, Cal; R Dixon, Tacoma, W T; N Dougan, San Francisco; Miss I Dunn, Eugene City, Ogn; Durie & Son, Ottawa, Can.; Kwong Fong Wo & Co, San Francisco, Miss E Fern, Seattle, W T; J Gilmore, Nicola Valley, B C; T C Howard, Seattle, W T; Miss A Line, Maple, Ont; Loung Song & Co, New Westminster; J J Lynch, New Tacoma, W T; Mad Ludger Marvin, St Tacquesdel, P I; J McClane, Portland, Ogn; Mrs J McIntyre, Port Townsend, W T; Mc Leod, Ridgeway, Ont; Postmaster, Seattle, W T; Postmaster, Portland, Ogn; Postmaster, San Francisco; J G Prinney, Banacor, W T; R A Robertson; Ballarat, Aus; Miss A Reid, Newton, Ont; Miss J Rupert, Maple, Ont; Miss E Shore, Salt Spring Island, B C; G E W Smith, Victoria, B C; G Sayes, Portland, Ogn; Wah Chung & Co, Port Gamble, W T; Wing Lung, New Westminster; Mrs K J Willats, San Francisco; Yuen Wah, Portland, Ogn.

POLICE COURT.

(Before Mr. Edwin Johnson, P. M.)

Thos. Greenwood, pleaded guilty to being drunk and disorderly, and was fined $1.25.

Mary, a Cowichan Indian woman, was taxed a similar amount for the same offence.

Geo. Hughes, on remand, on a charge of stealing $25 from Ah San. He pleaded not guilty. Officer Sheppard deposed to finding the purse on the prisoner. Hugh Murphy testified to the prisoner having changed a $5 bill in the St. Nicholas hotel.

After further evidence the prisoner was committed for trial.

"That Terrible Telegram."

A fair-sized audience assembled last evening at Philharmonic hall to witness "That Terrible Telegram," a farce of considerable merit. The play is quite interesting, decidedly humorous and affords many opportunities for many of the characters to make good hits. Mr. Langrishe took his part well, as he always does, and was frequently applauded in a hearty manner. The other members of the troupe did much better than the night previous, when "The Octoroon" was presented. Owing to some improvements being made in the hall there will be no performance this evening. To-morrow night, however, the company will produce the interesting play, "Father and Son." It is a good piece and worth witnessing.

Death of Mr. John Smith.

Mr. John Smith, an old and well known citizen of this city, died at 7:30 o'clock this morning, at the age of 56 years. Mr. Smith was a pioneer, having resided in the province over 20 years. At one time he kept the Oakland hotel, which he gave up about four years ago, since which time he has been engaged in various occupations. He was a native of Guernsey, one of the Channel Islands. The funeral will take place at 1:30 o'clock p. m., on Christmas day.

Getting Afraid.

The Whatcom Reveille says: "It is well for us to keep the Chinese at bay, for when the Canadian Pacific line of steamers begin to ply between British Columbia and Japan, hordes of them may endeavor to cross the border, if stringent regulations are not adopted."

PERSONAL MENTION.

Mr. A. M. R. Gordon, recently of the Seattle Chronicle, has accepted a position on the San Francisco Call.

Judge McAllister, Supreme Judge of Alaska, is in the city, having arrived on the Idaho from Sitka last evening.

Worth Knowing.

At this season when every one is looking for a suitable present to a kind friend it is worth while to know the best place to buy. J. B. Ferguson & Co. have the finest assortment of albums, Xmas cards, bound books, toy books, etc., in the city and sell at reasonable figures.

The cheapest and largest stock of overcoats is at W. & J. Wilson's.

MEAT SUPPLY.

Enormous Amount Handled by the Butchers of Victoria.

The amount of meat consumed in this city is astonishing when figures are brought into account, so that it may be seen in its proper light. Of course the entire amount sold by the butchers of Victoria is not consumed in this city, as much is supplied the various steamers running to Alaska and other places, while the naval ships at Esquimalt also use considerable. Messrs. Van Volkenburgh & Co. have a large trade with the Alaska steamers as well as other vessels calling at this port, while Messrs. Goodacre & Dooley have disposed of a large amount of meat of various kinds to H. M. ships as Esquimalt. Still, it is safe to say that a large proportion of the fresh meat disposed of in the various markets in this city is consumed within the city limits. The following will give an idea of the amount of business in this line done by the leading meat markets in Victoria:

VAN VOLKENBURGH & CO.

This firm is well known in Victoria, as the British Columbia market. In the absence of yearly statistics, as to the amount of meat handled by this house, their monthly average for the past few months is given. Owing to the change having taken place in the business, within the past twelve months, it was found impracticable to furnish the figures on a short notice, hence, as above stated their monthly average is given. In one month's time this firm thus kill and dispose of 175 head of cattle, 600 head of sheep and lambs, and 80 head of hogs. Besides this they handle as many calves as it is possible to obtain. As many as 50 per month could be sold, providing that number could be procured, which is seldom the case. This vast amount of meat, footing up a total of 905 head, is truly remarkable for one firm to handle each month, which would make a total for the year of 10,860 head.

GOODACRE & DOOLEY.

Messrs. Goodacre & Dooley, known as the Queen's Market, is another firm, carrying on an exensive trade in meat. Their establishment, located at the corner of Government and Johnson streets, is kept well supplied all the time, notwithstanding the immense orders received every day. They have furnished many tons of meat during the past summer and winter, to the various ships of war which were stationed at Esquimalt. Their retail trade is enormous, undoubtedly the largest of any in the province. Their monthly average is as follows: 150 head of cattle, 600 head of sheep, 75 head of hogs, and about 30 head of calves. The latter supply being limited, they are unable to obtain all the calves they could dispose of, hence the figures are kept down below what they otherwise would be. With this monthly average, which is a careful estimate, they kill and dispose of 10,260 head of stock per year.

ROBERT PORTER.

Mr. Robert Porter does business at the corner of Douglas and Johnson streets. He has a ranch a few miles out of the city where he raises the poultry, hogs, used in his market. The cattle and sheep are bought on the Mainland and in the Sound country. He kills monthly 40 head of cattle, 300 sheep and lambs, and 25 hogs. This makes a total for the year 4,280 head of stock, besides as many calves as can be obtained and a large quantity of poultry. Mr. Porter has made a large preparation for the holiday trade and has his shop neatly arranged and decorated.

JOHN PARKER.

The meat market of Mr. John Parker, located on the corner of Government and Fort street, does a large retail trade. He handles each month, on an average, 75 head of cattle, 200 steep, 20 head of hogs and about 30 calves, which foots up a total for the month of 335 head of stock, or a total for the year of 4,020 head. Mr. Parker states that there is a scarcity of calves, consequently he cannot supply the demand in this line of meat.

U. NELSON & CO.

This firm carries on business at the corner of Douglas and Yates streets, at what is known as the "Old London Market. The carcasses are handsomely decorated and a very active business is being carried on. They kill about 14 head of cattle per week, 50 head of sheep and 24 hogs. This makes a total for the year of 4,576 head of stock, besides a large number of calves.

E. METCALFE.

Mr. E. Metcalfe, late with Messrs. Goodacre & Dooley, opened a shop on Johnson street last September. He is working up a good trade already and has a neatly arranged shop.

An Old Offender.

Geo. Hughes, who is at present charged with having stolen $25 from a Chinaman, is well known in police circles. In June, 1882, he was sentenced to six months' imprisonment for supplying liquor to Indians, and three months on another charge; in March, 1883, six months with hard labor for larceny; in November, six months for the same offence; and in May, 1884, six months for the same offence. This is a specimen of his history for the past 1½ years, as he has been in jail either here or in New Westminster nearly the whole time.

Hard Times in Seattle.

Printers are requested by the Seattle union to stay away from that city, as it is suffering from stagnation in business. The printers there have done all in their power to render assistance to travelling "comps," and in the near future cannot render further aid. There are said to be no towns in the territory that are able to support new comers in the trade.

A Heavy Sea.

Steamer Enterprise started yesterday morning for Nanaimo, but after rounding the point the sea was found to be so heavy that the steamer tied up in Cadboro Bay. Steamer Otter, which was towing a barge, was compelled to seek shelter in the same place. It is thought that they left last evening. Steamer Amelia proceeded on her trip as usual.

Pioneers' Meeting.

The members of the B. C. Pioneer Society are requested to meet at the hall, to-morrow, at 1:30 o'clock p.m., to attend the funeral of their late Bro. L. Loewenberg. By order.

W. C. SIFFKEN, Secretary.

Laid Up for Repairs.

The steamer Elizr Anderson is laid up for necessary repairs at Seattle, and will not return to Victoria until further notice.

The Blockade Raised.

High prices have prevented many from investing in as many Xmas presents as they would have liked. J. B. Ferguson & Co.'s is noted for elegant goods at reasonable prices.

On the Bench.

Mr. Edwin Johnson, the recently appointed Police Magistrate, took his seat and presided in court this morning.

You can get the best value in overcoats at W. & J. Wilson's.

SAN FRANCISCO TRADE.

The Canadian Pacific Looked Upon as a Disturbing Element.

The California Grocer and Country Merchant, which is usually well posted and accurate in traffic matters, states that well informed merchants in San Francisco estimate that the loss of trade to that city during the past two years amounts to twenty-five or thirty per cent. of the whole value formerly enjoyed. Two-thirds of this, it is claimed, is from the loss of the trade of Washington Territory and Oregon, and one-third from the southern California and Arizona trade. This trade has gone, not because San Francisco merchants have lost any of their facilities for doing business, but because the facilities of merchants at other points, through rail communication with the east, have been improved. "Two years ago," says the Grocer and Country Merchant, "this result was predicted by the press of the Northwest coast, but San Francisco merchants were not willing to accept the warning. It is equally safe to say now that another considerable change in traffic tendencies will become apparent on the completion of the Cascade division of the Northern Pacific Railroad, and it might be added that the opening of the Canadian Pacific Railroad will bring another disturbing element into practical operation, though the exact effects of these additions to the traffic facilities of the coast cannot be predicted."

The Grocer is correct. The Canadian Pacific will undoubtedly bring another disturbing element into practical operation. There was a time when San Francisco controlled the trade on this coast, but that day is past. The merchants of that city now cut a comparatively small figure in the trade of the Northwest, and upon the completion of the Canadian Pacific Railway, their influence will be still less, as the trade of this city and province will then be drawn over this short, transcontinental route. The completion of the Northern Pacific was the means of taking much trade out of the hands of the San Francisco merchants, and in another year, they will be compelled to look to their own state for business, unless, by good management, they can secure a portion of the South American trade.

LOCAL AND OTHERWISE.

Plush Mirrors and Frames at Waitt & Co.'s.

"When chill November's surly blasts"
Sweep through the forest's arches,
And rob the maple of their gold
And bend the leafless larches,
When plumbers wear their brightest smiles,
And rates of coal are rising,
The level-headed merchant gives
His thoughts to advertising.

Is Coming. What! Wait and See!

Why, do you not know? Fell & Co. have received direct from the East their supply of New Fruit for Christmas.

Little Nell—"Oh, mamma, you're talking slang." Mamma—"I guess not pet." "Yes, you are, mamma. Didn't you tell me that saying 'kid' instead of child was slang?" "Yes, pet." "Well, just now you was telling about gypsies that steal children, and you talked slang then." "Indeed? What did I say?" "You called them 'kid-nabbers.'"

More Coal Harbor News.

Now that the terminus question is settled and active operations will begin at once, Rand & Lipsett, Real Estate Brokers, Government street, Victoria, are prepared to sell property in localities where immense profits will undoubtedly be realized. Property may be purchased by the acre, block or lot.

"Officer, what is the charge against this woman?" asked the Police Justice. "That's no woman, your honor. That's a man dressed in woman's clothes." "How do you know?" "Why, I watched him on the street and he passed four women with new winter-cloaks on and never once turned around to look at them." "Seventy-five and costs."

CLOTHING SALE.

During the present month I have decided to make a general reduction in the price of ready-made clothing, and will sell the same at 10 per cent. less than regular rates. A. GILMORE, Johnston street.

"Ma, do the little ducks like water?" "Yes, dear." "But they don't like to be out in the rain?" "Oh, yes, they do." "Then what does nurse take an umbrella with her for when she goes out in the rain? She's a little duck." "Who says so?" "Pa; I heard him tell her she was a little duck yesterday."

The Russell Property.

This property adjoining the Railway Syndicate's land on False Creek, is beyond question the most valuable that has yet been offered at the TERMINUS. Prices range from $150 to $400 per lot. For sale by Rand & Lipsett, Real Estate Brokers, Government street, Victoria, B. C.

"Did you make anything on the election?" "Oh, yes; I made a bet." "Yes, but I mean did you win anything?" "Oh, yes; I won the title of a fool." "Oh, pshaw. Can't you answer a simple question? Did you get anything out of the election?" "I did. I got experience." And then the other fellow thought that it was time for him to get out.

Latest News of All.

Drop the terminus excitement for a few weeks to come, and attend to more important business at home. Buy the genuine articles for CHRISTMAS PRESENTS from Lange & Son, who guarantee their goods and the EFFECT produced at the presentation.

A lady in Coseytown discovered a mouse in the family flour barrel. She summoned her husband and told him to get a gun and call the dog, and to station himself near the scene of onslaught. Getting up on a high chair she commenced punching the flour barrel with a pole. The poor mouse soon made its appearance and started across the floor, the dog immediately in pursuit. In the excitement the man fired the gun, killing the dog, and the lady fainted and fell off the chair. The man, thinking that she was dead, and fearing arrest for murder, cleared out and has not been heard of since. The mouse escaped.

Cash is King.

Remember, the Mechanics Clothing Store is the only cash house in town. Full assortment of Men's, Youths' and Boys' Clothing, Blankets, Gloves, Umbrellas, Trunks, &c., cheap for cash.

ALL WOOL PLAIDS.

The fashionable all wool plaids, with plain material to match, have arrived by the last steamer, at the

ALBION HOUSE,
Brown & White, Prop's.

FELL & Co. have just added to their stock all kinds of fresh nuts, and some of the choicest fruit ever imported for their Christmas trade. Call and see for yourself.

Photo Albums, Scrap Albums, at Waitt & Co's.

Subscribe for the Weekly Times, the great family newspaper of the Pacific Northwest. Only $2 from now to the end of 1885.

ROCKFORD

QUICK TRAIN WATCHES.

Unequalled in Exacting Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are recognized as THE BEST. Sold in principal cities and towns by exclusive Agents (leading jewelers), with a full warranty.

G. W. A. LANGE & SON.
VICTORIA.
Sole Agents for British Columbia.

CARRIAGE MAKERS & BLACKSMITHS.

McKENZIE & MESTON,

Carriage Makers
AND BLACKSMITHS.
GOVERNMENT STREET.
Between Johnson and Pandora Streets.
VICTORIA, B. C. (†)

GEROW AND ROBERTSON
Wagon Makers & Blacksmiths.
YATES ST., near Broad, Victoria, BC
Buggies, Spring Wagons and Carts for sale at a bargain. (†)

MEATS AND VEGETABLES.

QUEEN'S MARKET
GOVERNMENT ST. VICTORIA, B. C.
GOODACRE & DOOLEY,
WHOLESALE AND RETAIL
BUTCHERS.
Contractors by appointment to Her Majesty's Royal Navy.
Shipping Supplied at Lowest Rates. (†)

JOHN PARKER,
Wholesale and Retail Dealer in
MEATS OF ALL KINDS, STOCK, VEGETABLES, Etc.
Parker's Market
S. W. cor. Fort & Government Sts.,
VICTORIA, B. C.
Hotels, Restaurants, Ships and Families supplied at Short Notice. (†)

OLD LONDON MARKET
Cor. Douglas and Yates Streets, VICTORIA, B. C.
U. NELSON & CO.,
DEALERS IN
Choice Beef, Pork,
MUTTON AND VEAL.
and ships supplied at bed rock prices. aug21 (†)

FIRE!
THE
LIVERPOOL AND LONDON AND GLOBE
INSURANCE CO.,
OF LIVERPOOL AND LONDON.
CAPITAL - - - - $10,000,000.
THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.
CLAIMS PAID in satisfaction of Fire Losses, since date of establishment, upwards of $80,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.
HALL & GOEPEL, Agents.

ESTABLISHED 1864.
A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in Best Descriptions
Heating and Cooking Stoves.
Ranges, Etc.
FORT STREET. VICTORIA, B. C.
TELEPHONE CALL, 126. (1)

Christmas Cards,
HOLIDAY PRESENTS,
Xmas Gift Books!
Have Just Received, and now being Opened up, a New Importation, Making the Finest Stock Ever Shown in Victoria, at
C. MORTON'S,
Government Street, near Fort.

DOULTON & CO.,
(LAMBETH POTTERY, LONDON.)
TURNER, BEETON & CO.,
AGENTS.
Just landed from Estrella de Chile
SANITARY AND FANCY
DOULTON WARE
Vitrified Drain Pipes, 4 & 6 in.
Traps, Junctions, Bends, Gullies, Flush Pans, Etc.
Doulton Ware Fenders and Tiles of beautiful designs.
AGRICULTURAL DRAIN PIPES,
Red and Blue Paving Brick for Dairies and Conservatories.
de8-tm

Dressing Cases, plush sets, at Waitt & Co's.

Pure wines, pure liquors and cigars at Fell & Co's

Plum Puddings and Mince Meat for sale at Fell & Co.'s, Fort street.

Wax Candles for Carriage Lamps, at Fell & Co.'s.

Convenient for References.

The B. C. Directory is now in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolz is the authorized canvasser for the Province.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

Choice Stock.

The choicest and most extensive stock in Watches, Parisian Clocks, Diamond goods, Gold and Silver Jewelry and Electroplated ware has just been opened by us for the holidays. They will be sold low. We extend a cordial invitation to the public to inspect these really beautiful goods which are beyond praise.

G. W. A. LANGE & SON.

TEMPERANCE SOCIETIES.

BLUE RIBBON CLUB.

AN ENTERTAINMENT IS GIVEN AT TEMperance Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. HENRY RUDGE, President.

THE Y. W. C. T. U. OF VICTORIA MEETS every 2nd and 4th Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. no5-tf

Perseverance Lodge No. 1, I. O. G. T.

MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

EPPING SAUSAGES
AND
HEAD CHEESE.
Fat Turkeys, Chickens & Game
ALWAYS ON HAND.
MINCE MEAT CHOPPED TO ORDER
AT
GOSNELL'S MARKET
All orders promptly filled and goods delivered free.
GOSNELL & HADDOCK
no 19-tf

PORT WINE.
Cockburn, Smithes & Co.,
Oporto and London.
TURNER, BEETON & CO.,
Have been appointed Agents for the above firm.
Just landed from Estrella de Chile
Hogsheads—Quarters and Octaves Cockburn's Fine Port.
Hogsheads—Cockburn's Very Fine Old Port.
Specially suited for Invalids.

THE ISLAND RAILWAY
ABLE BODIED MEN
Accustomed to Chopping
WANTED
FOR THE ISLAND RAILWAY.
Apply to
Robertson, McLagan & Co.,
Second door south of P. O., Government St.

Esquimalt Mail Stage.
From and after this date the fare by the mail stage running between
VICTORIA and ESQUIMALT
Will be 15 cents each trip, or
EIGHT SINGLE TRIP TICKETS, $1
Apply at office of
W. G. BOWMAN.
Broad Street, opposite Trounce Alley.
Victoria, October 21, 1884. oct 21-1m

Buy It! Try It!!
RED CROWN
FLOUR!
New Process.
Best for Family and Baker's Use.
HAVE NO OTHER.
For Sale by all Respectable Grocers
At Wholesale and Retail
Ask for it! Manufactured by
ISOM LANNING & CO.
Albany, Oregon.

The Daily Times.

Victoria, Tuesday, Dec. 23, 1884.

A LITTLE ROMANCE.

The Little Tale Out of School Which is Told by a Newspaper Correspondent.

[Cor. Boston Courier.]

I ran across a little romance the other day quite by accident. I'll tell you the story, but I positively refuse to locate it except in a general way at Old Orchard. It wasn't given me as a secret, so I am betraying nobody's confidence; but if people will talk so loud in a railway train that the person behind can't help hearing, who is to blame if the story comes out. It's a delightful little romance, and my sympathies are wholly with the young people. I feel quite like saying "God bless you, my children," and sending them on their way rejoicing. There is a pretty girl staying here at one of the leading hotels. She came from one of the large inland cities, and was brought to Old Orchard in hopes that the gayety and entire change of scene might make her forget an attachment which she had formed against the wishes of her parents. Nobody at Old Orchard knew this, and everybody wondered why so young and so pretty a girl should seem so little interested in the gay life about her. Her beauty brought her admirers. She showed too plainly that their attentions bored her, and she was soon left alone. By and by it was whispered about that she was devoted to her religion, and was to withdraw from the world and join one of the Protestant sisterhoods connected with the Episcopal Church. But the truth is, that a while ago, as she was visiting some friends at a distance from her home, she met a young man with whom she fell deeply in love. The attraction was mutual, and the young pair lived blissfully in their new paradise. The young gentleman, although a fine, manly fellow, with a good profession and a promising future, was not blessed with worldly goods, while the young lady was heiress to a large fortune. Some officious friends wrote to the parents of the girl, and they hastily summoned her home. She was forbidden to write to her lover, and was told that he would never be allowed to visit her or to see her, not because he was not worthy of her love, but because his worldly position was below her own. In vain she pleaded and in vain the lover wrote to her parents, telling them of his love for their daughter. They pretended to laugh at the whole affair, and whisked her off to the sea-shore. She has been a model of behavior; she has not written to her lover nor defied her parents; but has trusted to time. A few evenings since as the evening train from Boston came in, there stepped from the car a fine-looking young fellow, who looked about as though in search of some one. As usual the platform was filled with promenaders, for it is the saying here that if one wants to see any person in Old Orchard he has only to go to the station at train time, and as the blue eyes flashed over the crowd, they met a pair of brown ones; there was no recognition, only the lifting of the eyebrows and a flash of understanding from one to the other. Nobody noticed it, and I should not, had I ridden behind the young man with the blue eyes and heard him tell the story to his companion. He said as he finished the narrative: "I will never give her up; I will make her parents love and respect me, and win her fairly if I can; if not she will come back with me in spite of them, for she knows as well as I do that we are both being made victims of a foolish social pride, and she will seek her own happiness in mine. So, old fellow, however it and my wife." So look out for a romance, or it may settle down into a well organized courtship, guarded by elders. We will see.

I am watching with interest, and I was very much amused the very next evening after the arrival of the hero of the story on the scene, to see him presented with due form to the young lady's mamma and then to herself. The last I saw of them he was whispering in her ear as they danced the "Newport," Mamma in the meanwhile fanning herself complacently and talking to the next neighbor, quite unconscious of what was going on under her patrician nose. Isn't it fun? I feel as though I were behind the scenes in a play, or had got in among the wires of the marionetts. I suppose I oughtn't to tell you all this but I am so sure that the young man will win the mamma that I already look upon it as a foregone conclusion, and feel sure that no mischief can come of it.

Marwood's Dying Dog.

[Pall Mall Gazette.]

"Calcraft I had not the pleasure of knowing, but Marwood, now—why, Marwood has often sat in this very chair," said Mr. Tussaud, putting his hand on the chair in which I was resting for a moment. This was an unexpected joy. "Poor Marwood! he's gone now. He would come here when his spirits were low. A pipe and a glass of his favorite vanity were always at his service. Then he would go round to see some of his old acquaintances around whose necks he had so delicately adjusted the fatal noose, whose body he had sent whisking into space. It was quite pathetic. He would step before each one with a grim smile. His lips moved tremulously as he summoned up some pleasant thought. 'Put me there,' he once said, after he had given us a sitting on his own account. It was like a man choosing the site of his own grave. His companion on these visits was a grizzled terrier. One day he came alone. 'Your dog, Mr. Marwood, where is it?' The old man was sad. 'My poor old dog is dying. My dog, that knew the business like a Christian, and the inside of every prison in England; who has played with my ropes, who has caught rats in my business bags.' 'Dying by inches?' I said. 'Why don't you hang him?' Marwood gave a long, reproachful glance. 'No, no! Hang a man. But my dear old dog, never.' Poor Marwood, he'd a good heart." The story of the old hangman and his dog affected me so much that the interview ended abruptly.

Lawn-Mowers in Louisville.

[Courier-Journal.]

Joaquin Miller tells how he is letting the vegetation in his front yard grow up with the country, and how he wouldn't allow a lawn-mower anywhere in sight of it for any amount. This may do very well in Washington, but in Louisville it wouldn't work at all. There would be 2,000 worthy old colored men, each of whom, with sickle or scythe, would call upon Mr. Miller, one by one, with "Boss, don't you want dat grass cut—it's agitin' pow'ful high?" Lawn-mowers are not used merely to keep a lawn in order. They are kept because the owner of the lawn hasn't time to hold a reception every day for his industrious colored fellow-citizens.

For Musquitoes.

The Scientific American says if a bottle of the oil of pennyroyal is left uncorked in a room at night, not a musquito or any other blood-sucker will be found there in the morning.

Song and story, life and death, are so cruel to a woman.

Milk is the very best thing with which to clean oil-cloth.

Advertising Cheats!!!

"It has become so common to begin an article, in an elegant, interesting style.

"Then run it into some advertisement that we avoid all such,

"And simply call attention to the merits of Hop Bitters in as plain, honest terms as possible,

"To induce people

"To give them one trial, which so proves their value that they will never use anything else."

"The Remedy so favorably noticed in all the papers,

Religious and secular, is

"Having a large sale, and is supplanting all other medicines.

"There is no denying the virtues of the Hop plant, and the proprietors of Hop Bitters have shown great shrewdness and ability * * *

"In compounding a medicine whose virtues are so palpable to every one's observation."

Did She Die?

"No!

"She lingered and suffered along, pining away all the time for years,"

"The doctors doing her no good;"

"And at last was cured by this Hop Bitters the papers say so much about."

"Indeed! Indeed!"

"How thankful we should be for that medicine.

A Daughter's Misery.

"Eleven years our daughter suffered on a bed of misery,

"From a complication of kidney, liver, rheumatic trouble and Nervous debility,

"Under the care of the best physicians,

"Who gave her disease different names,

"But no relief,

"And now she is restored to us in good health by as simple a remedy as Hop Bitters, that we had shunned for years before using it."—The Parents.

Father is Getting Well.

"My daughters say,

"How much better father is since he used Hop Bitters."

"He is getting well after his long suffering from a disease declared incurable."

"And we are so glad that he used your Bitters."—A Lady of Utica, N. Y.

None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

REQUISITION.

TO R. P. RITHET, ESQ.,

Sir:—We, the undersigned rate-payers of Victoria, having confidence in your ability and fitness for the position, request your permission to place you in nomination as Mayor for the ensuing year, and we pledge ourselves to use our best endeavors to secure your election:

Wm C Ward	J A Grahame
Rod'k Finlayson	C E Redfern
M W T Drake	J B Matthews
Henry Short	A McLean
W D McKillican	Wm Denny
Robt Dunsmuir	Henry Waller
Morris Moss	A R Francis
A P Briggs	D M Eberts
W G Pinder	Thos C Nuttall
A W Jones	H F Heisterman
W W Malachi	Henry E Croasdaile
Robt Ward	Wm Charles
D W Higgins	W B Smallfield
J Roland Hett	Wm Hammond
A J Smith	D R Harris
T N Hibben	John Finlayson
Thos Carrington	Joseph Hunter
C E Perry	M G Staples
G H Burns	David Day
A K Munro	W T Drake
Chas S Jones	F S Barnard
Geo Gillespie	Thos Allsopp
J Keith Wilson	J Liddell
Henry Rhodes	A A Green
E Muschamp	D E Campbell
Jno Crowther	Jas Burns
Simon Leiser	H Bornstein
C W R Thompson	J C Bales
E C Neufelder	Dixi H Ross
L Goodacre	John Partridge
James Johns	H J Hartnell
Jas Larman	J Guttman
E Metcalfe	Jesse Brown
J D Warren	Henry Saunders
Robt Elder	W J Jeffree
Alex Munro	T Lubbe
Jas L Raymur	Sidney J Pitts
E A McQuade	Joshua Davies
Wm Heathorn	Wm Wilson
Redon & Hartnagel	C Dawson
Edwd Mallandaine	D Simpson
G Cruickshank	John Grant
J Hawkins	J C Flett
James Flett	J C Leask
Paul Strahle	U R Robbins
Chas F Todd	B Van Volkenburgh
W Shears	T H Tye
A Ofner	J A T Caton
Jas Crawford	Wm Wilson
R B Thompson	Alex B Gray
F Adams	C Morton
Edgar Marvin	S D Nesbitt
M Sellick	N T Johnson
Francis Page	Jas A Fraser
John Ash	Edwd White
H Brown	M W Waitt
S F Becker	Thos Geiger
D Green	W G Lange
Lewis Lewis	H D Saunders
Wm McKeon	John Nicholles
R Lippsett	Joseph Wilson
J H Todd	H L Jones
Geo W Haynes	M T Johnson
G H Lange	Geo Steitz

REPLY.

To The Ratepayers Signing Above Requisition:—

Gentlemen:—I have to thank you for your Requisition to allow myself to be placed in nomination for Mayor at the approaching election.

The large number of names, which represent all classes of the community, has induced me to comply with the request, and in doing so, I consider it to be part of my duty to express my views briefly upon the more important questions which are likely to engage the attention of the Municipal Council during the coming year.

The most important, to my mind, is the drainage of the city; I am strongly in favor of immediate steps being taken to accomplish this, and will advocate and support the most efficient and economical scheme which may be submitted.

I am in favor of an equitable revision of the assessment roll.

I consider the electric light, as at present supplied, altogether inadequate, and will further any reform in this direction which may be considered necessary for the more efficient lighting of the city.

I will assist whatever well considered measure may be submitted, for the improvement of the water supply.

If elected, I shall always endeavor to promote the best interests of the city generally.

I am, gentlemen, your obedient servant,

R. P. RITHET.

REQUISITION.

To Messrs. Robert Ward, A. T. Smith, W. D McKillican:—

Gentlemen:—We the undersigned Ratepayers of Victoria, request your permission to nominate you as Councillors to serve for James Bay Ward during the coming year.

There is a prevailing feeling that the coming Council should be composed of men of business capacity, capable of dealing with important issues, and we feel assured that the majority of ratepayers have confidence in your ability, public spirit and fitness for the position.

Should you be pleased to accept our nomination we will use our best exertions to return you.

Chas E Redfern	A McLean
J B Matthews	M W T Drake
Wm C Ward	Wm Hammond
G H Burns	A K Munro
A B Jackson	D M Eberts
Chas S Jones	D R Harris
Jno Ash	Geo Cruickshank
W H Bone	Geo Gillespie
T N Hibben	J K Wilson
Wm Wilson	A A Green
J Finlayson	L Allsop
J A Fraser	P B Brown
Walter Shears	S J Pitts
Frank S Barnard	Thos Carrington
R Dunsmuir	Henry Croasdaile
Jos Hunter	E Mallandaine
C E Perry	W S Pinder
J C Flett	Jas Flett
M G Staples	H Brown
A W Jones	M R Smith
Thomas Harding	J P Welch
W J Pendray	Edward B Irving
G M Irving	T L Irving
Andrew Gray	Wm Newbury
Jos Sommers	P T Johnston
Henry Young	Jas Hutcheson
H G Lewis	D W Higgins

REPLY.

To the Ratepayers Signing the Above Requisition:—

Gentlemen:—In reply to your numerously signed requisition, asking us to accept your nomination as Councillors for James Bay Ward, we have much pleasure in acceding to it.

There will doubtless be many important matters to engage the attention of the Council, the question of drainage being one of the most prominent among them. We shall give our earnest attention and support to the consideration of a well devised system of sewerage, combined with efficiency and economy.

We consider the means at present adopted for lighting the city are most inadequate, and we shall give our attention towards an improvement in this connection.

As we are of opinion that the revenue of the city can be considerably augmented by a revision of the assessment roll, we shall advocate a readjustment of it at an early date.

The inefficient water supply in various parts of the city is, in our opinion, a matter which demands urgent attention.

If elected we shall support any measure brought forward tending to promote the good government of the city generally.

ROBT. WARD,
A. J. SMITH,
W. D. McKILLICAN.

STRIKING HEAD LINES!

Are what Merchants require to

Draw Attention

To their mode of

DOING BUSINESS!

And to Inform the Public of what they

HAVE TO SELL.

The Merchant who Advertises and does so judiciously, strikes

A MINE OF WEALTH!

Which will Pan out better and hold out longer than

THE RICHEST GOLD MINE!

To Advertise judiciously is to Advertise in the

DAILY TIMES

Which has the LARGEST CIRCULATION and is therefore the Best Medium for Reaching the

GREAT MASS OF BUYERS!

Spend your Money where it will

Do the Most Good!

And bring the Largest Returns

Special Rates for Holiday Advertising will be given on application at the Office of

The Times Publishing Company.

REQUISITION.

To Messrs. Thomas Earle, John Braden and John Grant:

Gentlemen:—We, the undersigned ratepayers of Victoria, request your permission to nominate you as Councillors, to serve for Yates Street Ward during the coming year.

There is a prevailing feeling that the coming Council should be composed of men of business capacity, capable of dealing with important issues, and we feel assured that the majority of ratepayers have confidence in your ability, public spirit and fitness for the position.

Should you be pleased to accept our nomination we will use our best exertions to return you.

Simon Leiser	S J Pitts
Wm K Leighton	Wm Chrow
J H Turner	Robt Elder
R S Byrn	H Saunders
E A McQuade	J D Warren
Robt Ward	Jesse Brown
E Metcalfe	Jas L Raymur
J Gutmann	James Larman
T Lubbe	Alex Munro
R J Hartnell	John J Hart
Matthew T Johnston	W J Jeffree
D E Campbell	J Fullerton
Jas Johns	P T Johnson
John Partridge	R W Savage
John Crowther	W Heathorn
E C Neufelder	Wm Wilson
Dixi H Ross	Thos Carrington
J C Bales	C W R Thompson
Redon & Hartnagel	Geo W Haynes
M Gallick	H F Heisterman
S D Nesbitt	H L Jones
J W Todd	Edgar Marvin
Jos Wilson	F Adams
A A Green	A B Gray
Jas Nicholles	A J Langley
R Lipsett	A Lewis
Wm McKeon	Wm Wilson
H D Saunders	H Bournstein
Lewis Lewis	Wm Crawford
Geo Steitz	A Ofner
G W A Lange	W J Cooper
D Green	T H Tye
Thos Geiger	T Baumann
T F Becker	W Shears
M W Waitt	Frank S Barnard
H Brown	Wm Andean
Hy Young, per J H	B Van Volkenburgh
Jas Hutcheson	C F Todd
Wm G Lange, jr	Edward White
Wm Denny	Jas A Fraser
E Muschamp	Jas Doughty, jr
Frank Norris	J A T Caton
Wm Charles	J Isaacs

REPLY.

To the Ratepayers who Signed the Above Requisition:

Gentlemen,—A duty that all owe to the community in which they reside, induces us to comply with your request.

We will, if elected, use our endeavours to promote the best interests of the city, and also give the many important issues which will necessarily come before the Council our most earnest consideration and assistance; notably, a system of sewerage, efficient yet economical, revision of the assessment roll so that it may be equitable, improvement of the water supply, better lighting of the city, &c., &c.

Thanking you for your expressed confidence, we are gentlemen, yours respectfully

THOS. EARLE,
JOHN BRADEN,
JOHN GRANT.

de20

E. STEVENSON,

M. D., M. C. P.S., ONT.

Homeopathic Physician & Surgeon.

View St., above Douglas. Victoria, B. C. no8-tf

Liquor License Acts, 1883 and 1884.

The following persons have applied for a license to sell spirituous and malt liquors under the acts as above recited. Notice is hereby given that the Commissioners for the Victoria District will meet at their office on Fort street, Victoria, Monday, December 29th inst., at 10 o'clock a. m., for the purpose of considering the said applications in accordance with said acts:

Astrico, Mrs A, Store street, hotel license. Allen N, Bastion street, saloon license. A Bossi & Co, Yates street, shop license. Bechtel M, Johnson street, hotel license. Begg John, Johnson street, hotel license. Bland Jas, Esquimalt Road, saloon license. Bossi G, Store street, wholesale license. Boucheart & Camsuse, Yates street, wholesale license. Burnes Thos, Yates street, hotel license. Bechtel A J, Johnson street, hotel license. Borthwick R, Yates street, saloon license. Bartlett John, Wharf street, saloon license. Briggs & Gray, Yates street, hotel license. Boyd John, Yates street, shop license. Blucknall, Yates street, saloon license. Calvert Mrs A, Gold Stream Road, hotel license. Churves A C, Government street, saloon license. Collins Geo, Store street, saloon license. Carr Rich'd, Wharf street, wholesale license. Czarske H A, Douglas street, hotel license. Doering Chas, Johnson street, saloon license. Daley Jas, Store street, saloon license. Dillon B F, Government street, hotel license. Dillon Chas, Johnson street, shop license. Doran John, Esquimalt Road, saloon license. Everett Patrick, Esquimalt Road, saloon license. Ellis D M, corner Johnson and Store streets, hotel license. Elliott W A, Cadboro road, hotel license. Evans Sam, near Beacon Hill, hotel license. Fell Jas, Fort street, shop license. Farrbrother Geo, Cedar Hill Road, saloon license. Flewin Thos, Yates street, saloon license. Finlay, Durham & Brodie, Wharf street, wholesale license. Ferguson Geo, near Rock Bay Bridge, saloon license. Gilmore A, Gold Stream road, hotel license. Henley Henry, Clover Point, hotel license. Holman & Perry, Johnson street, saloon license. Harrison Wm, corner Douglas and Pandora street, saloon license. Howard John T, Esquimalt, hotel license. Jones Stephen, Esquimalt, hotel license. Jackson James, Government street, saloon license. Johnson & Vanalliness, corner Douglas and Cormorant streets, hotel license. King, Jas A, Wharf street, saloon license. Loine Wm, corner Yates and Langley streets, saloon license. Longhurst J, corner Government and Humbold streets, saloon license. McDonald Alex, corner Government and Courtney streets, hotel license. McCandlish Jas, Fort street, saloon license. McNiff Wm, Trounce Alley, saloon license. Marshall Wm, near the Gorge, saloon license. McAlister Jas, Johnson street, shop license. Meldram, J. H., Saanich road, hotel license. Murphy & Brown, corner Yates and Government streets, saloon license. McKeon Wm, corner Yates and Oriental alley, hotel license. Merryfield & Berryman, Fort street, hotel license. Nicholson Thos, corner Johnson and Douglas street, shop license. Neufelder E. C, Government street, shop license. Phillips C J, corner Broad and Johnson streets, hotel license. Pither & Le, corner Wharf and Johnson street, hotel license. Penny Danl, Esquimalt Road, saloon license. Price Hy, Parsons' Bridge, hotel license. Pettengill B. C, Government street, saloon license. Phillips J R, corner Douglas and Fort streets, hotel license. Rowland M, Burnside road, hotel license. Reid Wm, corner Humboldt and McClure streets, saloon license. Redon & Hartnagle, View street, hotel license. Saunders Hy, Johnson street, shop license. Steamer Amelia, Port of Victoria, vessel license. Sehl Frank, Government street, saloon license. Sellick Wm, Esquimalt, hotel license. Savage, R W, Johnson street, saloon license. Stevens and Co, Government street, saloon license. Smith Geo E, corner Government and Johnson street, saloon license. Thomson Geo, Fort street, saloon license. Tierney Wm, corner Yates and Douglas streets, hotel license. Turner Beeton & Co, Wharf street, wholesale license. Hudsons Bay Company, Wharf street, wholesale license. Wriglesworth Jos, corner Yates and Blanchard, shop license. Oppenheimer Bros, wholesale license. Welch, Rithet & Co., Wharf street, wholesale license. Peter Steele, Bastion street, saloon license. Robt. Ward & Co, Wharf street, wholesale license. R C Janion, Store street, wholesale license. A. R. Gray & Co, Wharf street, Wholesale license.

J. M. SPARROW,
Chief Inspector.

de9

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These celebrated safes are first class in material and workmanship, and are warranted Fire Proof. The Prices are right.

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California Grape Brandy,

—AND—

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THIS SAW NEVER CLOGS

or chokes in the cut, it is a free and easy cutter, frees itself perfectly in all kind of lumber. The bits Never work loose.

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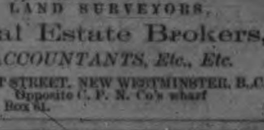
THE 

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Billiards and Pool Tables.

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Rooms may be secured by Telegraph.

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dec5-tf

REQUISITION.

Councillors Johnson Street Ward.

To Messrs. B. W. Pearse, W. McKay, Orlando Warner.

Gentlemen:—We, the undersigned ratepayers of Victoria, request your permission to nominate you as Councillors for Johnson Street Ward for the ensuing year.

There is a prevailing feeling that the coming Council should be composed of men of business capacity, capable of dealing with important issues, and we feel assured that the majority of ratepayers have confidence in your ability, public spirit and fitness for the position. Should you be pleased to accept our nomination we will use our best exertions to return you.

R Finlayson	Wm J Stephens
A J Langley	John Work
H L Jones	C T Penwill
T H Tye	H Brown
J H Todd	Andrew Gray
J H Turner	H Harold
Thos E Wilson	Wm Wyllie
Chas W Wilson	Thos Pearson
H F Heisterman	J Mapden
Henry Rudge	E C Sheppard
John Dooley	H A Clappezoul
J W Grimms	Wm Denny
W Allen	And 83 others

REPLY.

Victoria, 20th Dec., 1884.

To Messrs. Finlayson, Langley and others:

Gentlemen:—We, the undersigned, having been asked to allow ourselves to be put in nomination as Councillors for Johnson Street Ward, beg to say that we are willing to stand as Councillors for this Ward for the coming year, and if elected we pledge ourselves to do everything in our power to promote the best interests of the city. We remain yours obediently,

B. W. PEARSE,
WILLIAM McKAY,
ORLANDO WARNER.

dec22

Esquimalt and Nanaimo Railway.

Contractor's Office,

VICTORIA, Sept. 22, 1884.

Schedule of Wages

For WHITE LABOR on the Esquimalt and Nanaimo Railway.

Rock Foremen	$3 00 to $4 00 per day	
Earth Foremen	2 50	3 00 "
Bridge Foremen	2 50	4 00 "
Bridge Carpenters		3 00 "
Blacksmiths, 1st class		3 50 "
Drillers	2 00	2 25 "
Laborers	1 75	2 00 "
Hewers		3 00 "
Choppers	1 75	2 00 "

All outside labour ten hours per day.

All carpenters to furnish their own chest tools.

All employees find themselves bed, board and lodging.

Boarding Houses will be convenient along the line.

Board, $4 per week.

It will not be compulsory for employees to board in the company's houses.

Wages will be paid monthly on the 15th of each month.

GRAHAM & BUSK,
Contractors.

Sept. 22—tf.

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